

Amendments to the Claims:

Please amend the claims as follows:

1-3. (cancelled)

4. (previously presented) The vehicle drive train unit according to Claim 19, wherein the unit is detachably attached to the vehicle.

5-7. (cancelled)

8. (previously presented) The vehicle drive train unit according to Claim 19, further comprising:

a controller for controlling the translator;

wherein the motor-generator, the capacitor device, the translator and the controller are integrated into the single assembly.

9-10. (cancelled)

11. (previously presented) The vehicle drive train unit according to Claim 19, further comprising an electric brake which is powered by the capacitor device, wherein the electric brake is integrally built in the assembly.

12. (cancelled)

13. (previously presented) The vehicle drive train unit according to Claim 19, wherein the motorized machine is an AC motor-generator; the translator is an inverter; and a device with a function of increasing and decreasing voltage is provided between the inverter and the capacitor device.

14. (previously presented) The vehicle drive train unit according to Claim 19,

wherein the assembly has a first housing which houses a differential gear and a second housing which houses the motorized machine, the capacitor device, the translator and a controller,

wherein these housings are joined with each other,

wherein the second housing is partitioned into a first chamber and a second chamber by a plastic wiring board in an airtight manner, the first chamber houses the motorized machine and the capacitor device, and the second chamber houses the controller.

15. (previously presented) An engine-motor hybrid vehicle drive train system which drives either front wheels or rear wheels by an engine, and the other wheels by a motor as needed, wherein a drive part which is operated by the motor is constituted by a vehicle drive train unit as described in Claim 19.

16. (previously presented) A vehicle drive train system which drives at least some wheels by a motor, characterized by having a vehicle drive train unit as described in Claim 19.

17. (currently amended) An engine-motor hybrid vehicle drive train system which drives either front wheels or rear wheels by an engine, and the other wheels by a motor as needed, wherein a drive part which is operated by the motor is constituted by a vehicle drive train unit as described in Claim 19 [[17]].

18. (previously presented) The vehicle drive train system which drives at least some wheels by a motor, having a vehicle drive train unit as described in Claim 19.

19. (currently amended) A vehicle drive train unit used for a vehicle in which some wheels are driven by an engine and other wheels are driven by a motorized machine; the unit comprising:

a motor-generator used for the motorized machine,  
a capacitor device including at least one of a battery and a capacitor, and  
a translator for electric power;

wherein the motor-generator has a regenerative function for converting mechanical energy of the wheels other than wheels driven by the engine into electric energy during regenerative braking and stores storing the electric energy into the capacitor device, and a motor function for driving the wheels other than

wheels driven by the engine, during power running, with electric power from the capacitor device by way of the translator,

wherein the motor-generator, the capacitor device and the translator are integrated into a single assembly, being housed in a housing together; and wherein the assembly is independent of an electric system of the engine, and integrally joined with another housing for a differential gear for transmitting the power of the motor-generator to the wheels such that the assembly is attached to the vehicle together with the differential gear.

20. (previously presented) The vehicle drive train system according to Claim 19, the assembly and the differential gear are joined with each other so as to be arranged in the longitudinal direction of the vehicle.

21. (canceled)